

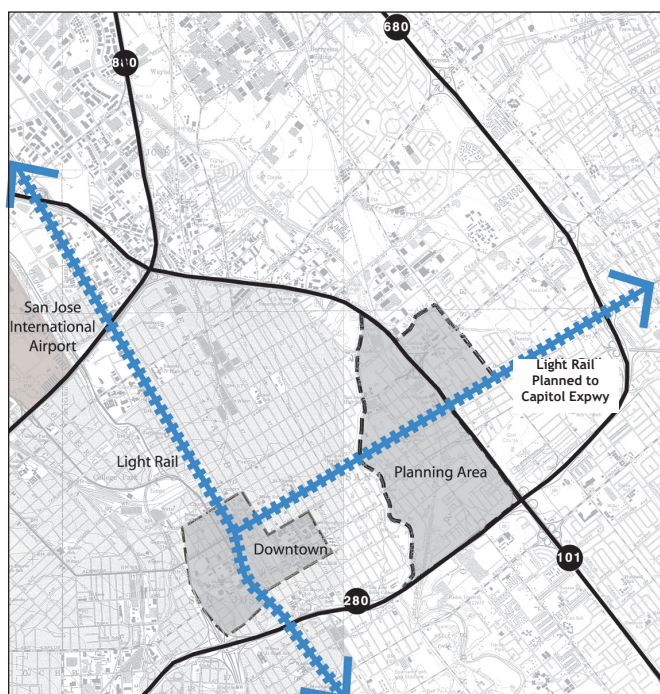
II. Existing Conditions

1. LOCATION

The Five Wounds/Brookwood Terrace (FWBT) planning area is located a mile and a half east of downtown San José, and is bound by several natural and man-made features. Coyote and Lower Silver Creeks run along the west and north, respectively. Except for the “Little Portugal North” and “Anne Darling” neighborhoods, US Highway 101 forms the eastern boundary and Interstate 280 forms the planning area’s boundary to the south.

“Little Portugal North” and “Anne Darling” are east of Highway 101, and bounded by Lower Silver Creek to the north, King Road to the east, and Alum Rock Avenue to the south. (The following pages contain two maps; a *General Area Map*, and a *Neighborhood Map*.)

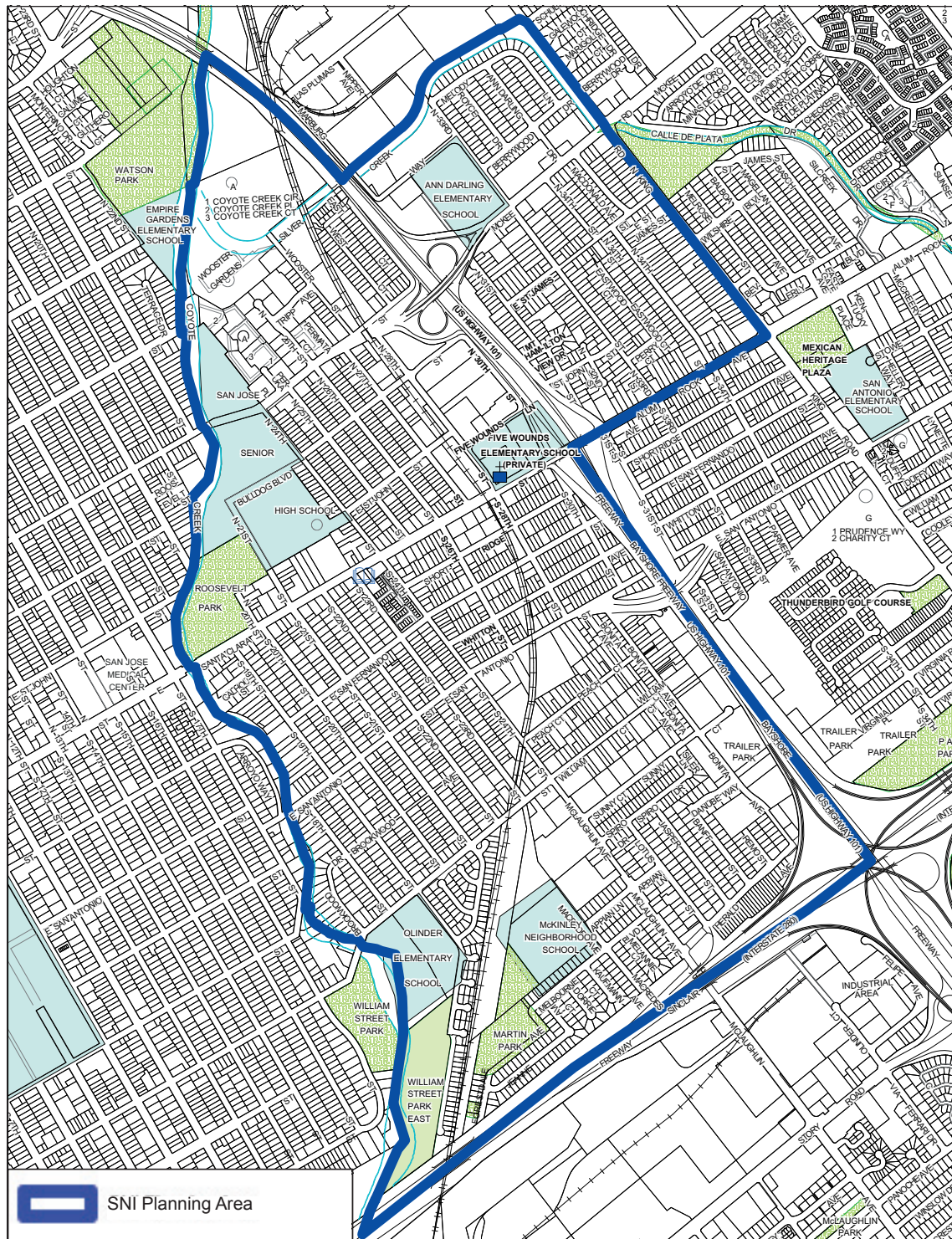
A number of city-wide and regional routes pass through the planning area. Highway 101 links San José with San Francisco, Gilroy and points beyond. Interstate 280 offers an alternative freeway connection to points on the San Francisco peninsula. East Santa Clara and Julian Streets extend to downtown San José, and Alum Rock and McKee Roads extend east to the Capitol Expressway. 24th Street-McMaughlin Avenue extends to the south. Occasionally freight rail passes through the planning area via the Union Pacific Railroad, on a minor line that runs to Oakland and Gilroy.



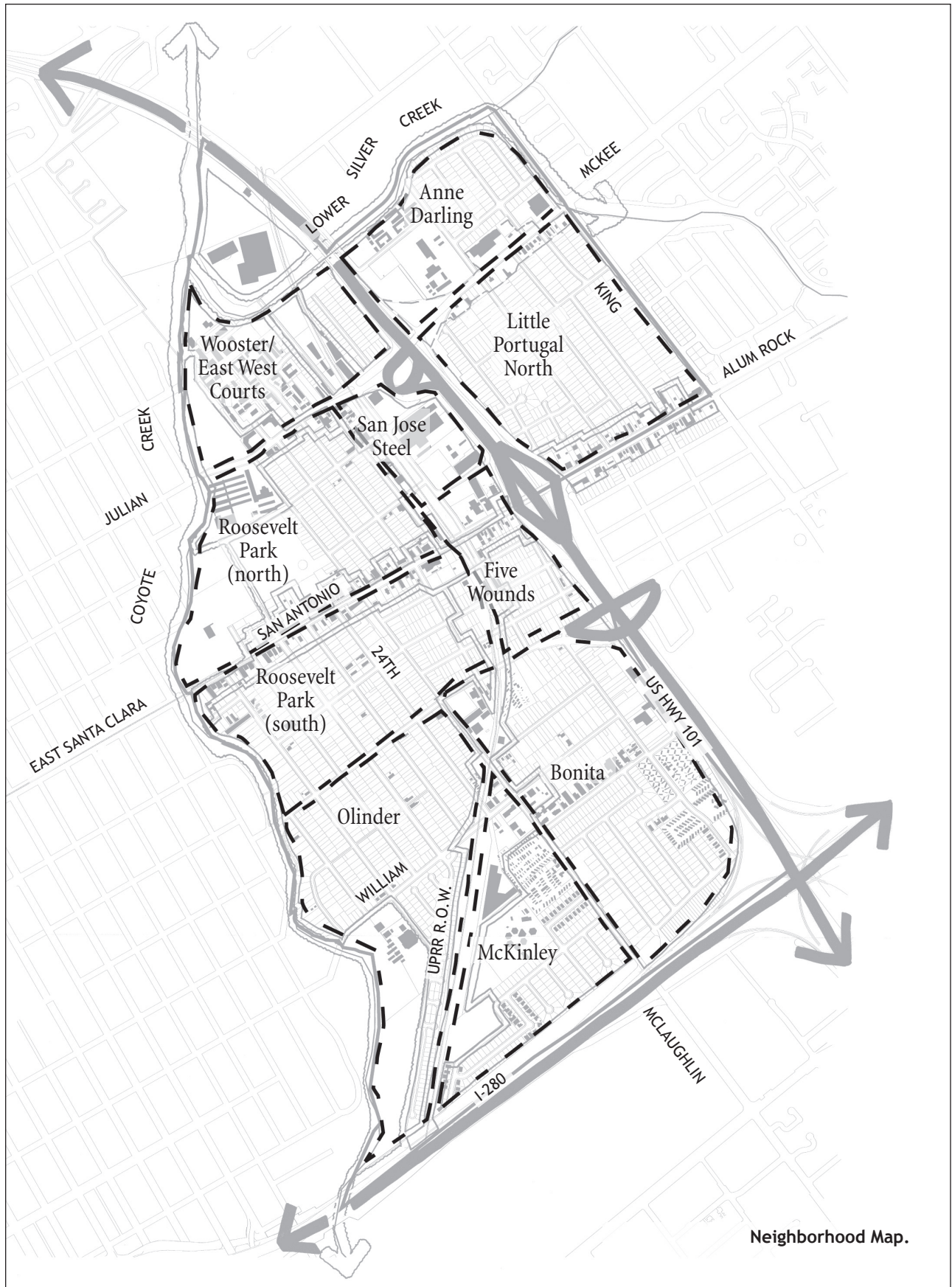
Locator Map.

SNI Area within the context of the City of San Jose.

II. EXISTING CONDITIONS



General Area Map.



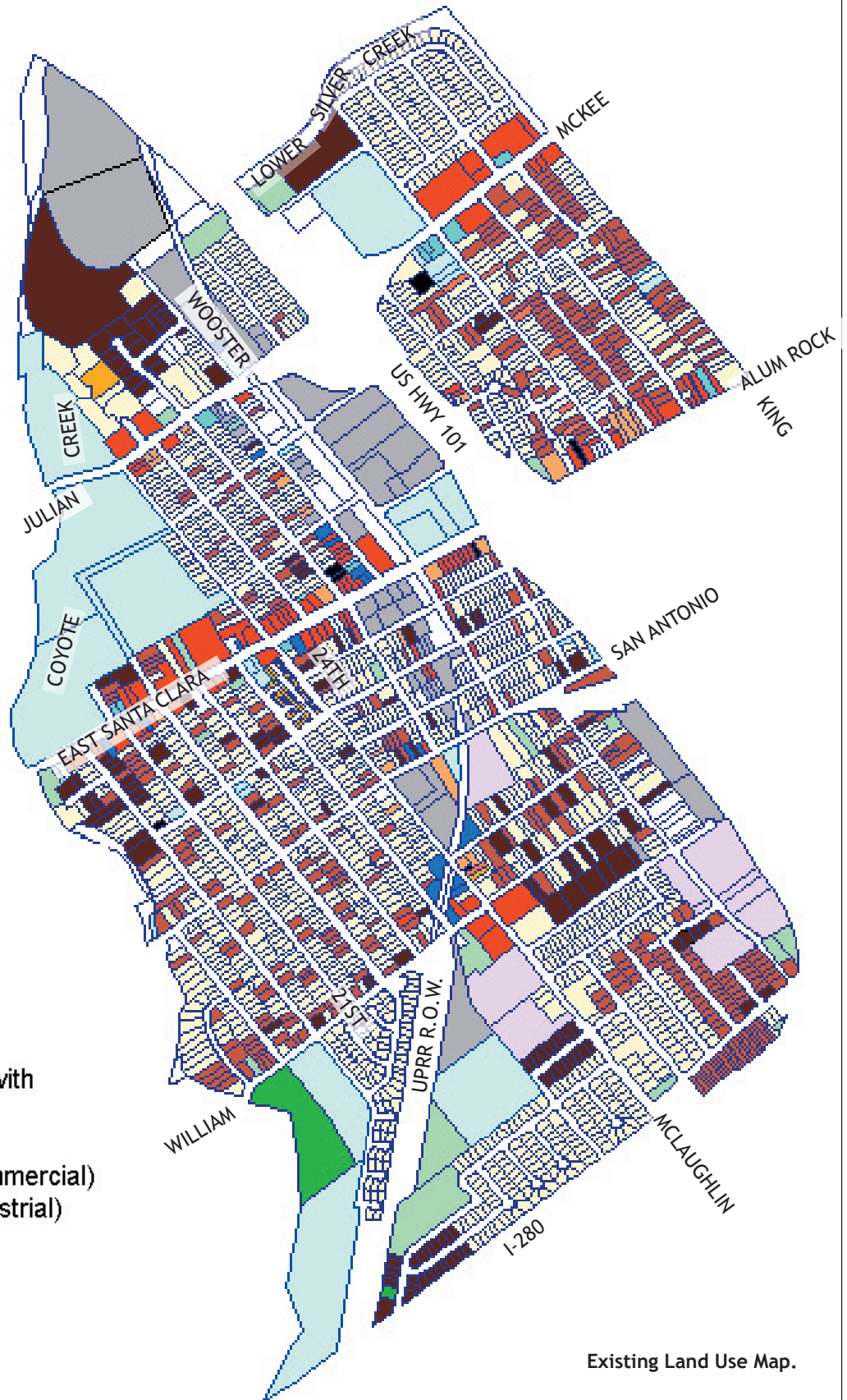
2. PATTERN OF LAND USE

Most of the planning area consists of residential neighborhoods, with a few major exceptions (See *Existing Land Use Map*, facing page). In neighborhoods west of 101, a diverse range of housing types are present, including: single-family homes, townhouses, duplex units and smaller apartment buildings. West of 101, there are also a few concentrations of higher-density housing, most notably around Jeanne Avenue, Wooster Gardens, much of the residential areas north of Julian, and several trailer parks. East of 101, single-family detached homes predominate.

Neighborhoods in the planning area generally look toward the East Santa Clara - Alum Rock corridor, as their commercial “main street.” Historically, trolleys ran down this corridor, which explains its relatively continuous fabric of street-facing small shops – often with offices or residences above. Significant exceptions to this retail fabric include several community assets including: the Five Wounds Church, the East San José (Carnegie) Library, Roosevelt Park, and several social clubs and other institutions serving the area’s vibrant ethnic communities. Built in 1919, the historic Five Wounds Church (and the associated parochial school) serves the Roman Catholic community of the larger Bay Area, especially parishioners of Portuguese decent. Built in 1907, the historic Carnegie Library is the oldest library in the city and serves about 54,000 people (and has a planned expansion).

Within the Santa Clara – Alum Rock corridor, several auto repair, sales, and service establishments exist. These and other auto-oriented uses characterized by parking in front and low intensities contrast with the other, more pedestrian-friendly uses in this corridor. While commercial uses also line Julian and McKee, most of these parcels tend to be of the auto-oriented character described above. The largest commercial uses within this corridor are the McKee Shopping Center (at 33rd Street and McKee) and new Walgreens (near King). Serving the southern portion of the planning area, retail uses are also concentrated near the intersection of William and 24th Street.

Industrial uses tend to be located along the Railroad right-of-way and along Highway 101. Many of these industries are presently viable, but may relocate in the long-term as the regional economy suggests the future intensification of central, and accessible areas. Furthermore, there has been strained relationship between the industrial uses and their residential neighbors who often view the industrial uses as nuisances. Noise, dust, truck traffic, and illegal on-street loading are among complaints heard during the planning process. San José has a policy of protecting industrial uses, as they provide jobs and offer needed services to high-tech businesses. In FWBT, however, development pressures and close proximity to downtown suggest the redevelopment of many industrial sites to more urban intensities.



Existing Land Use Map.

3. GENERAL PLAN DESIGNATIONS

The San José 2020 General Plan (adopted in 1994) represents the City's official policy regarding the character and quality of future development. The General Plan is the ultimate "roadmap" for decision-making, and balances city-wide and local concerns. This *Neighborhood Improvement Plan* may result in amendments to the General Plan to make the General Plan more consistent with community concerns, so long as city-wide objectives are not compromised.

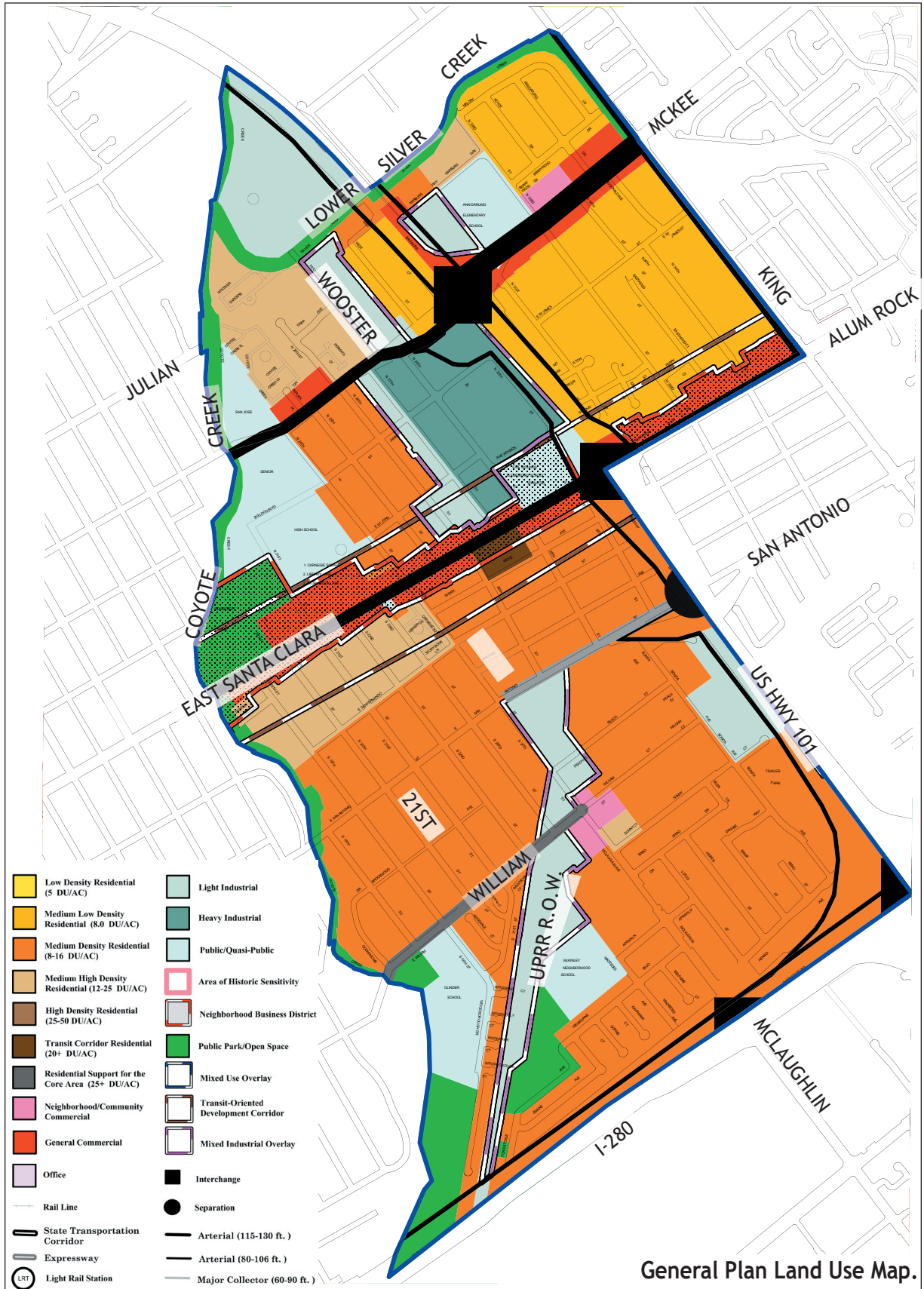
The *General Plan Land Use Map* (see facing page), designates the Santa Clara – Alum Rock and Julian – McKee corridors primarily as predominantly "General Commercial", a "non-specialized commercial designation intended to permit miscellaneous commercial uses". This includes "strip commercial areas along major thoroughfares as well as freestanding commercial establishments".

Another commercial designation, "Neighborhood-Community Commercial", is applied to the 24th and William cluster of businesses, as well as the McKee Shopping Center. This designation allows "neighborhood serving retail and service establishments".

The largest existing industrial area is next to Highway 101 between Santa Clara and Julian (known as the "San José Steel" site). Except for the San José Steel site (which is currently designated as "Heavy Industrial"), most existing industries currently have a General Plan designation of "Light Industrial", which is to exclude "unmitigated hazardous or nuisance effects", which is appropriate adjacent to residential areas.

Sites along the Santa Clara – Alum Rock corridor are under consideration for a change in designation to "Transit Corridor Residential". This land use designation is intended to establish Medium High and High Density Residential uses within 2,000 feet of regional transit, particularly along the City's Transit-Oriented Development Corridors. Within this designation, neighborhood-serving commercial uses are encouraged within residential projects (on the first two floors), especially in areas with insufficient neighborhood commercial uses.

Under the General Plan, residential areas east of Highway 101 would maintain a pattern of detached single-family homes. West of Highway 101, a "Medium Density Residential" designation would allow a mix of single-family homes (detached and attached), as well as duplexes. The only significant difference between the existing residential character and *General Plan Land Use Map* is a six-block area just south of Santa Clara Street and between Coyote Creek and 24th Street where the "Medium High" residential designation enables the redevelopment of existing single-family uses to apartments and condominiums.



4. ZONING DESIGNATIONS

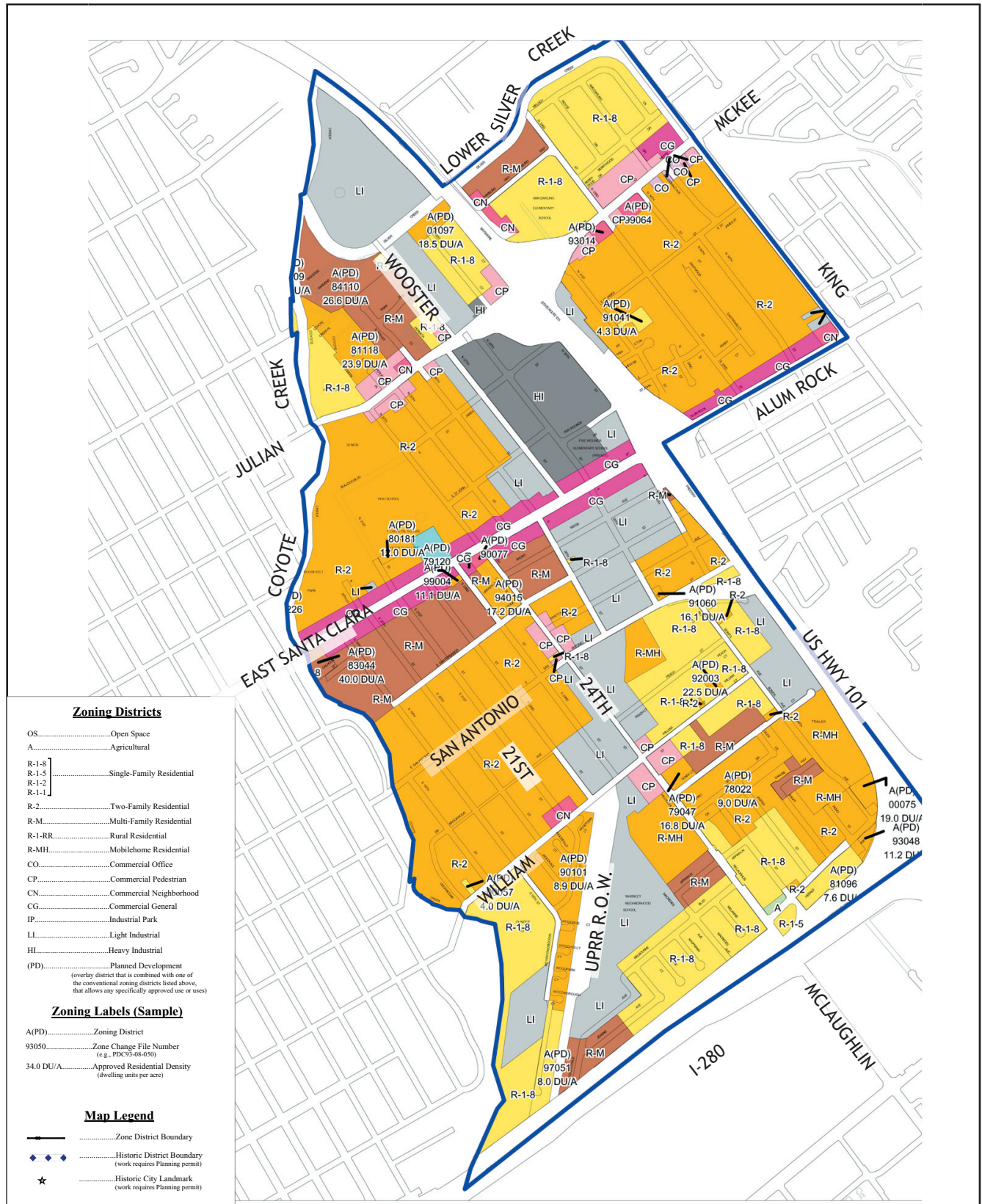
While the General Plan designations provide a general roadmap for future development (especially when land is being completely redeveloped or projects built from scratch), the City's Zoning Ordinance represents a day-to-day guide that regulates character and uses (see *Zoning Map*, facing page).

The Santa Clara – Alum Rock Corridor is currently designated as a commercial “CG” zone. Very similar to the General Plan for this area, the “CG” zone is intended to serve the needs of the general population. This district allows for a full range of retail and commercial uses with a local or regional market. As evidenced by a required 25-foot front setback, development under this designation “is expected to be auto-accommodating and includes larger commercial centers as well as regional malls.”

In the residential portions of this area that are primarily single-family and duplexes, the zoning tends to be R-2. This designation allows the development of duplexes, provided they will have the required number of parking spaces and open space areas for the residents of that building.

There are areas where the General Plan and zoning designations are inconsistent. In these cases, the General Plan would guide action. For example, the zoning designation for parts of the Selma Olinder Park, Martin Park, McKinley School, and residential areas (just south of Santa Clara between 26th and 30th Streets) are all designated as “LI – Light Industrial”. However, the General Plan offers clear intentions for these areas by designating park areas as such, the schools as public/quasi public, and existing residential areas south of Santa Clara as “Medium Density Residential”.

There are also areas where the density suggested by the zoning designation for a residential area is higher than what exists. For example, residential areas just south of Santa Clara Avenue -- while having several apartment projects -- are predominantly single-family in character, but could have an increasing proportion of multi-family housing under this area's R-M zoning.



Zoning Map.

5. OPPORTUNITIES FOR NEW USES

Economic trends toward higher development intensities, suggest that market forces will lead to the redevelopment of many industrial and auto-oriented uses. These market forces have already manifested themselves in the recent construction of a Walgreens on McKee, and the “transit corridor residential” General Plan amendment initiated by the owners of the Empire Lumber site. Redevelopment of industrial and auto-oriented uses also present an opportunity to convert these parcels to uses that are more compatible with the residential uses that predominate in the planning area. While the timing of future redevelopment is uncertain, the Neighborhood Improvement Plan sets forth recommendations to guide redevelopment if and when it occurs.



6. SCHOOLS, PARKS AND OPEN SPACE

Schools

There are two school districts in the planning area, the San José Unified School District and the Franklin-McKinley School District. San José Unified School District (SJUSD) administers several schools in the area: Selma Olinder Elementary (on William Street west of Railroad tracks), Anne Darling Elementary (on McKee, east of Highway 101), and San José High Academy (between 24th and Coyote Creek). Aside from plans for a new 2-story wing at Anne Darling School, there are no major improvements expected among these schools. Outside of the planning area, SJUSD will be expanding Empire Gardens Elementary (just west of Coyote Creek) and will be re-opening the Horace Mann Elementary School in the downtown area. Combined with redrawing school service boundaries, these new facilities are expected to accommodate any growth in students in the area (see *Schools, Parks and Open Space*, p. II-13).

Franklin-McKinley School District (FMSD) administers Franklin-McKinley School (on Appian Way and just east of the Railroad). Presently a year-round facility, the school will be returning to a traditional school year -- which will necessitate additional portable classrooms. Two new schools are planned elsewhere in the FMSD and, when combined with redrawn school service boundaries, will be sufficient to accommodate future demand.

There is also one private/parochial school, the Five Wounds Elementary School, which is administered by the Catholic Archdiocese of San José and located behind the Five Wounds Church.

Parks

Parks represent an important community asset. They offer important places for rest, recreation and neighborhood life. Approximately 36 acres exist within or just outside FWBT, and are administered by the Department of Parks, Recreation & Neighborhood Services (PRNS). Improvements to and the administration of parks is guided by the City of San José's *Greenprint for Parks and Community Facilities and Services*. The *Greenprint* goals include:

- provide safe, clean, and renovated facilities;
- increase parks and open space;
- develop public gathering places;
- expand trail connections;
- build and improve community image and livability;
- promote stewardship and volunteerism;
- improve health and wellness;
- expand fiscal resources and partnerships; and
- promote economic development.

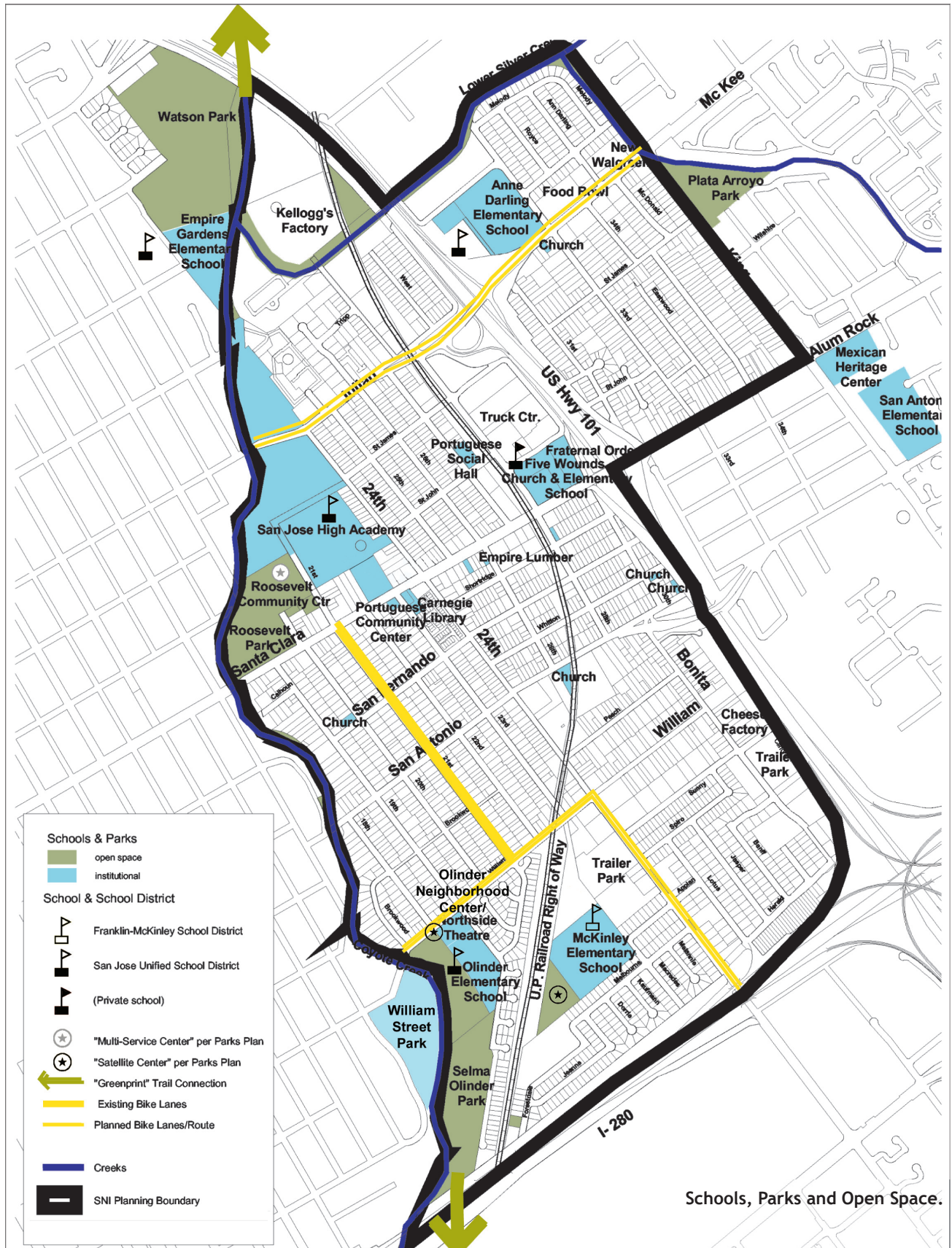
The City's *Greenprint* has designated existing parks within FWBT as neighborhood parks, intended to serve primarily local needs, along with three "tot lots". City goals for parks indicate that FWBT is significantly underserved (see *Schools, Parks and Open Space*, facing page). The *Greenprint* calls for the development of additional parks, especially public and private pocket parks. Parks that serve FWBT and planned improvements are described below. Improvements are in different stages of planning and funding. Funds from Measure P, a recent Parks bond, are expected to help fund additional improvements in the area.

Roosevelt Park (13 acres)

This park defines the main "gateway" to the planning area on East Santa Clara Street. San José High Academy is just north of the park. An existing community center is scheduled for expansion in 2004-2005. A Master Plan for the park was completed in 1994, and elements of the Master Plan are being implemented as funding permits, primarily through the Bond Measure.

Selma Olinder Park (18+ acres)

Selma Olinder Park lies adjacent to Coyote Creek, and is also bordered by Olinder Elementary School, and the Olinder Neighborhood Center. Planned improvements are described in a Master Plan adopted in 2000. The City is pursuing grants to fund improvements over a period of time. Along Coyote Creek, a Riparian Restoration Pilot Project is underway to restore natural habitat in the area.



Martin Park (7 acres)

Martin Park is situated adjacent to McKinley Elementary School, which includes the newly installed McKinley Neighborhood Center. The existing tot lot has been identified in Measure P to receive funds for renovation in 2001-2002. About half of Martin Park is fenced off and undeveloped; the site of a former landfill, improvements are on hold until the land has settled and minor methane gas issues are resolved.

Forestdale Tot Lot

Forestdale Tot Lot is a small play area at the end of Jeanne Avenue and Forestdale Court, which terminates near Interstate I- 280. The need for park land is particularly acute in the Jeanne/Forestdale area because of relatively high density and concentration of large, family households. Park improvements in this area will need to be an important component of any comprehensive strategy for public safety and livability in this area. Forestdale Tot Lot has been identified in Measure P to receive funds for renovation in 2001-2002.

Bonita Park

In addition to these existing parks, a 4-acre park is proposed east of Bonita Avenue at Herald Avenue. Bonita Park would extend into the CalTrans right-of-way that is below ramps for the 101-280 Interchange. Concepts for the park include a soccer field, a skateboard park, and picnic areas. Funding was recently acquired by the NAC to fund noise studies to determine whether or not this site is viable for park use.

An important reason for the proposed Bonita Park is to make parkland available in the Bonita and Five Wounds neighborhoods (east of McLaughlin-24th and south of East Santa Clara). Residents in these neighborhoods must presently walk over 1/4 mile to use a park, and must cross a busy street.

East-West Courts

East-West Courts is another neighborhood where parkland is less accessible. Residents and staff continue to advocate for the inclusion of publicly accessible open space in any new development proposals related to the vacant site at the terminus of East and West Courts.

The creation of new parks was emphasized by the community during community workshops and meetings, and is consistent with the City's policy of improving opportunities in areas that are presently underserved. The Department of Parks, Recreation & Neighborhood Services relies on its partnership with the area's school districts to better address community needs. By offering education and health services, schools and community centers can play an important role in promoting neighborhood development and offering services, particularly among youth and seniors.

Other Parks

Parks that lie just outside of the Study Area include: Watson Park (west of Coyote Creek at the north end of the planning area); Plata Arroyo Park (east of King Road); and William Street Park (west of Coyote Creek at the south end of the planning area).

Trails & Creeks

A city-wide trail is proposed by the *Greenprint* along **Coyote Creek**, thereby linking Selma Olinder Park, Roosevelt Park, San José Academy, and Watson Park with Kelley Regional Park (to the south) and points to the north. Between Selma Olinder Park and Roosevelt Park, residential lots extend to the Creek and will likely require that the trail be routed onto adjacent parallel neighborhood streets. This will be the subject of additional study in the near future. (see *Chapter IV - Public Improvements*, p. IV-25)

The Railroad right-of-way that traverses the planning area represents another significant trail opportunity. Rail service is being suspended along this corridor, making it an excellent candidate for a linear system of open space. Besides its recreational value, the creation of a **Rail-to-Trail** may also help to transform adjacent underutilized lands -- such as auto repair shops and outdoor storage facilities -- into new uses that are more compatible with surrounding neighborhoods. While no trail is proposed in the *Greenprint*, **Lower Silver Creek** offers another opportunity for new trail connections. Lower Silver Creek passes below Highway 101 and could offer an alternative pedestrian connection to busy roadways. To maximize safety, however, a Lower Silver Creek trail alignment would need to overcome poor visibility, low levels of pedestrian activity, and technical

limitations associated with the viaduct. Trail improvements would come under the aegis of the Department of Parks, Recreation & Neighborhood Services and the Santa Clara Valley Water District. These agencies have initiated studies for creek restoration and recreational improvements along other segments of this creek as part of a flood control project.

Creeks in the planning area are top candidates for restoration, based on goals contained within the City's adopted *Riparian Restoration Action Plan* by Jones & Stokes, 2000. Conditions along the creeks vary, ranging from restored natural habitat to concrete channelization. Stormwater management will be a necessary dimension to any improvements in the area. According to FEMA mapping, northern and western portions of the planning area may be subject to shallow flooding during a 100-year event.

Stormwater quality is also of concern. The City's *Urban Runoff Program and the Cool Communities Initiative*, indicate a desire to improve stormwater quality through planning and design methods including infiltration, retention, and pervious pavements.

Streets

As the place where most neighborhood life takes place, streets are the most basic community open space. Streets in the area support neighborhood activity in varying degrees. Streets also play an obvious role in moving traffic, which is discussed in the following section.

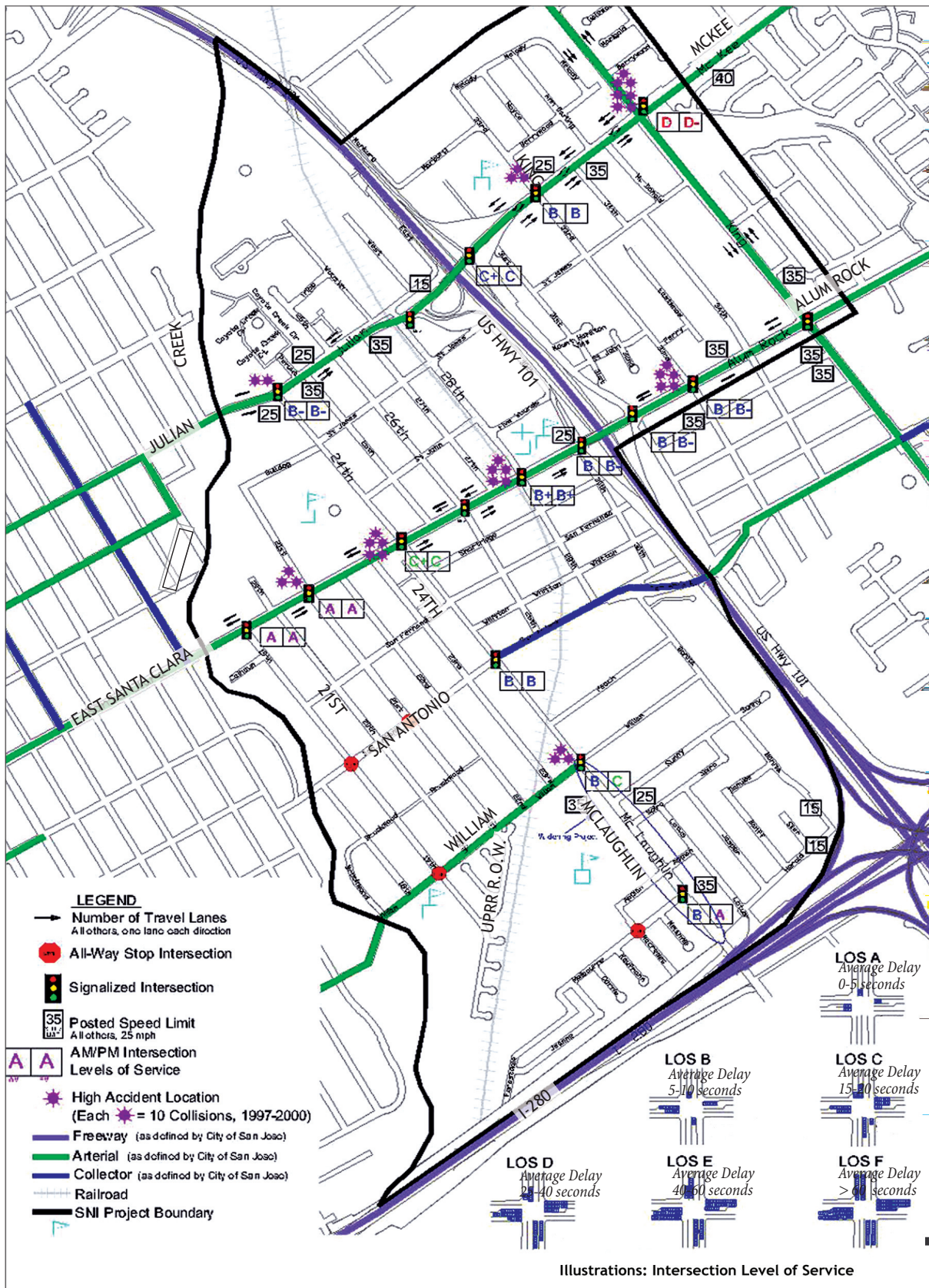
7. TRANSPORTATION

Traffic

In addition to the US 101 and I-280 freeways, several roadways carry through-traffic in the planning area, while also meeting pedestrian and vehicular needs within the community (see *Roadway Conditions*, facing page).

Santa Clara -Alum Rock and Julian McKee Corridors

This corridor is an east-west arterial extending between downtown San José and east San José. East Santa Clara Street-Alum Rock Avenue has four lanes, with



Roadway Conditions.

occasional center turn lanes. Additional lanes occur at its interchange with Highway 101. Light Rail/Street Car transit is proposed in this corridor. In addition, the BART extension is planned under East Santa Clara Street.

Julian-McKee is an east-west arterial linking downtown San José with east San José. Julian transitions from two lanes at the area's western edge to four lanes as it approaches Highway 101. McKee has four travel lanes with a center turn lane. Additional lanes occur where these roads meet the 101 interchange.

These corridors accommodate significant commuter traffic during commute hours. These routes connect downtown San José with residential areas to the east and Interstate 680. The 101 interchanges also attract high levels of traffic to the area.

Lane changes and turn movements at the interchanges sometimes result in traffic conflicts in the planning area. Elsewhere in the planning area, heavy traffic and traffic conflicts are evidenced by high accident rates (see table *Collisions at Signalized Intersections*, following page). Of the signalized intersections analyzed, the intersection of King and McKee Roads had the highest number of vehicular collisions. The intersection of Santa Clara and 28th Street had the highest number of collisions involving either pedestrians or bicycles, followed by the intersection of King and McKee Roads.

San Antonio Street

San Antonio is an east-west collector street. "Dogleg" intersections and San José State University's campus inhibit through traffic to the west. An overpass over Highway 101 and additional travel lanes facilitate through traffic to the east, where it extends to Interstate 680.

William Street

William is a two-lane collector street that extends to downtown to the west. East of McLaughlin, William stops at Bonita Avenue and carries little through traffic in that direction.

24th Street-McLaughlin Avenue

24th-McLaughlin is a north-south road classified as a “Local Street” extending from Julian Street to Interstate 280 and points south. 24th Street becomes McLaughlin Avenue at William Street. While 24th Street and McLaughlin Avenue both have two travel lanes within the planning area, their cross-sections are dramatically different. 24th Street has modest travel lanes, is tree-lined, and has sidewalks behind a landscape strip. McLaughlin Avenue has wide travel lanes, few street trees, and sidewalks. A partial interchange occurs at the I-280 freeway, with on- and off-ramps serving destinations to the west.

King Road

King is a 4-lane, north-south arterial along the eastern edge of the planning area.

33rd Street

33rd is not classified by the city as a collector or arterial, but experiences through-traffic because it offers a direct route between San Antonio, Alum Rock and McKee. 33rd has two travel lanes.

Other Connections

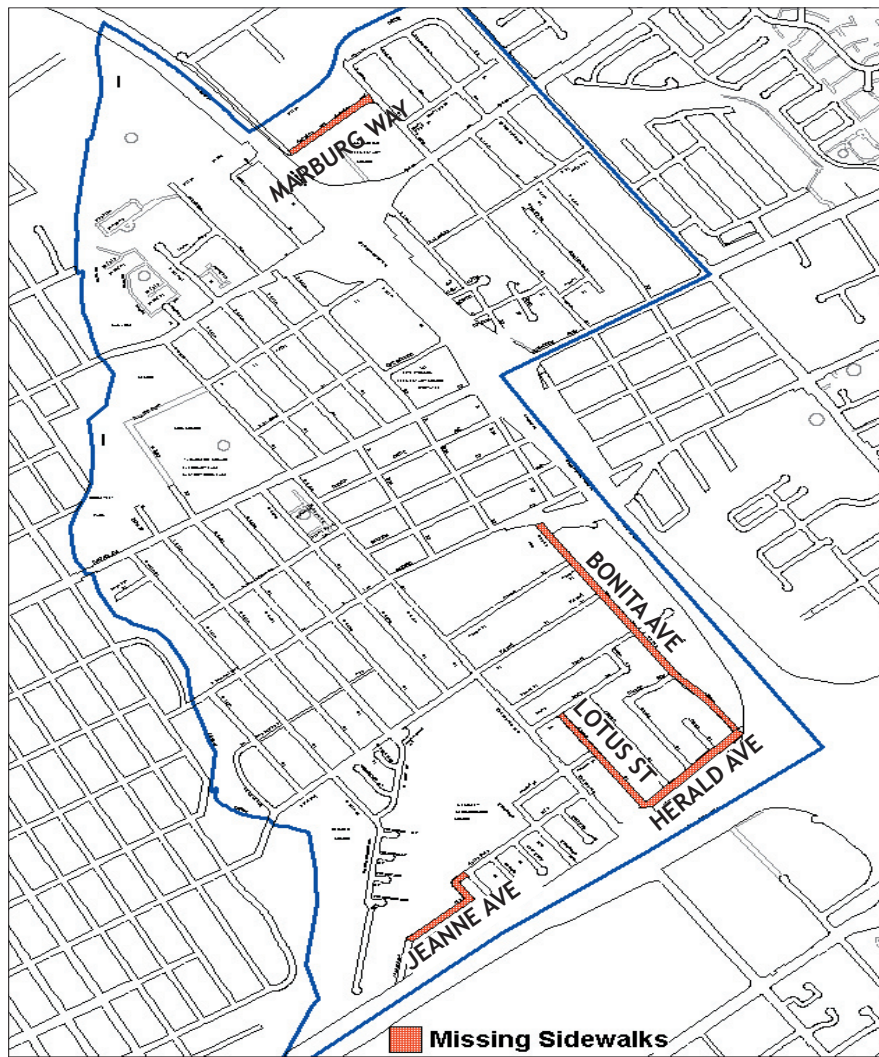
The area’s interconnected network of streets also facilitates the movement of through-traffic. With the interconnected pattern, traffic is distributed among parallel routes, thereby avoiding exceptionally high traffic volumes on any one street.

Bicycle Facilities

Currently, there are no existing bike lanes in the Five Wounds/Brookwood Terrace Neighborhood. The San José Bicycle Master Plan calls for the creation of bike routes or lanes along Julian-McKee, William Street, 21st Street, and McLaughlin Avenue. A bike path would also be part of the Coyote Creek trail system, which is in its initial phases of planning. While not part of the existing Master Plan, bike paths may also be possible along the Railroad right-of-way -- where rail service will cease -- and along portions of Lower Silver Creek.

Pedestrian Facilities

Enhanced pedestrian facilities can improve safety for pedestrians and encourage walking and transit as alternatives to automobiles. Most streets within the planning area provide sidewalks, with some exceptions such as Forestdale, Bonita, Herald, and Harburg. Sidewalks and trails pass through the area's parks, including a pedestrian bridge that crosses Coyote Creek into William Street Park. Crosswalks are located throughout the area, but are typically only at "protected intersections."



Areas without sidewalks.



Traffic-Calming Survey.
(April 2000 NAC Meeting)

Public Transit

Bus Service.

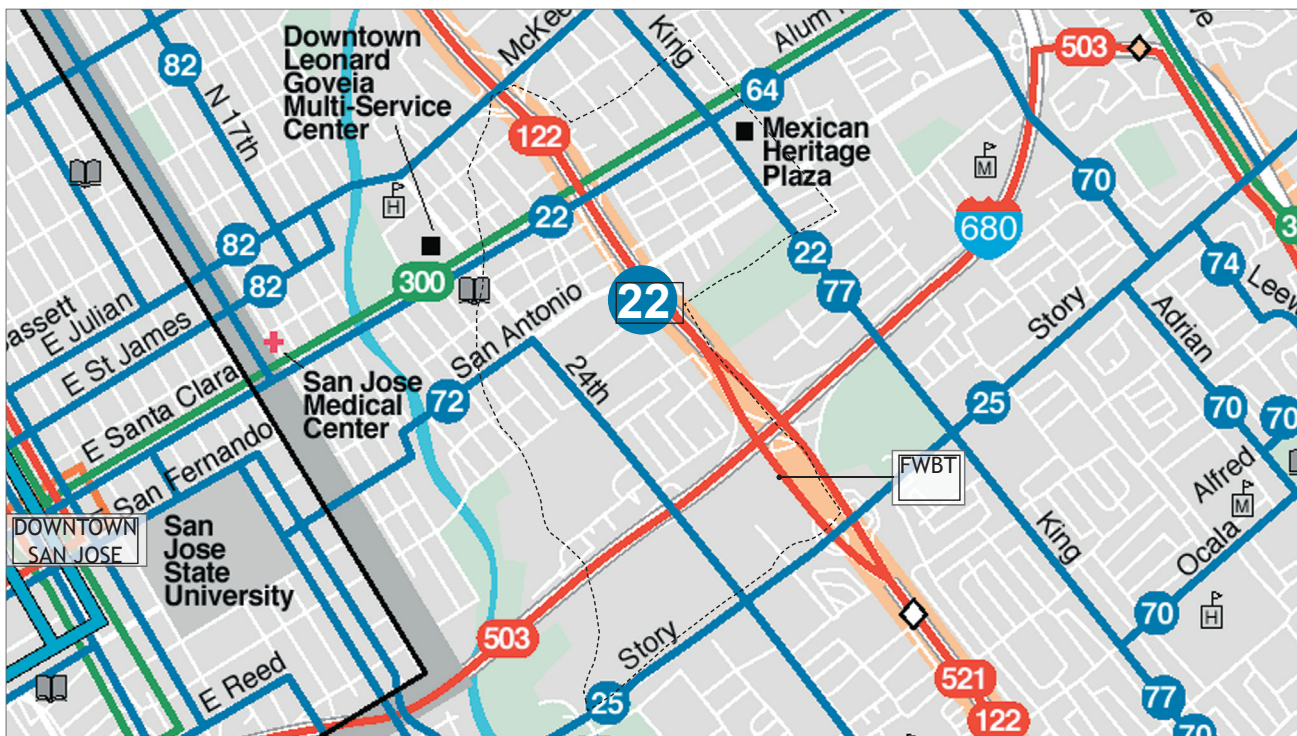
Several existing bus routes serve the planning area (see *Existing Bus Service*, figure below). Worthy of note is VTA Bus 22 which runs from East San José, through the Five Wounds/Brookwood Terrace Plan area on Santa Clara-Alum Rock, to Downtown San José and then north to Palo Alto and Menlo Park. This bus route has the highest ridership of any route in the VTA's bus system. It also has the most frequent headways, and runs 24 hours each day.

Light Rail Transit (LRT).

Light Rail/Street Car service is proposed along East Santa Clara Street and Alum Rock Avenue. To the west, the line will extend through downtown San José to the Diridon Station/Arena area. To the east, the line will extend to planned light rail along the Capitol Avenue/Capitol Expressway corridor. At the time of this writing, there are many options under consideration, including a re-examination of the

Existing Bus Service.

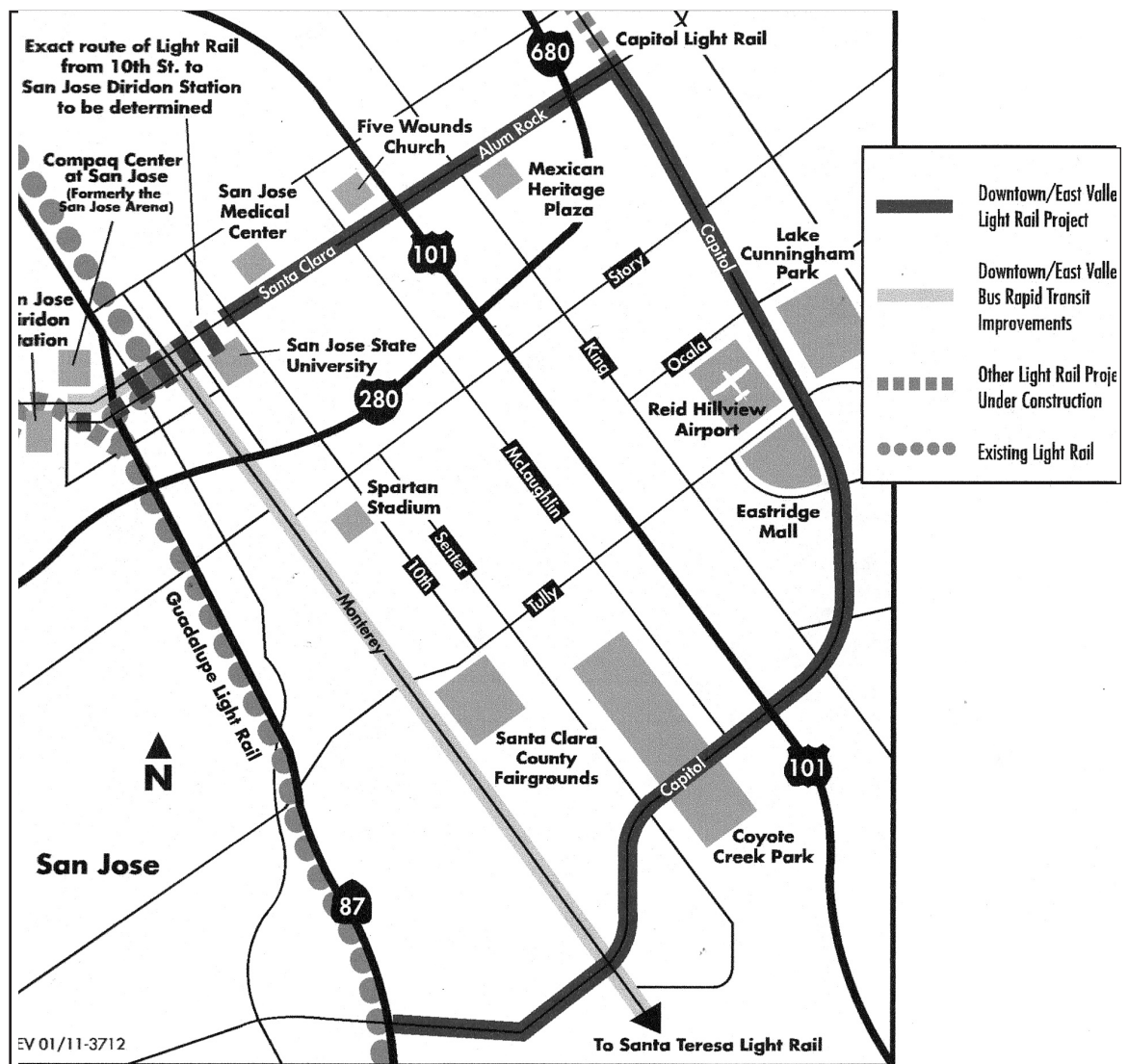
Map showing current bus routes through the FWBT Area. Of special note is Bus 22, with connections to Downtown San Jose and peninsula cities, 24 hour service, and the highest ridership of all VTA bus routes.



type of transit to extend along this corridor. A schematic design for the transit improvements has been initiated, and will continue to have the benefit of community input at several Santa Clara Valley Transportation Authority (VTA) forums (see *Planned Light Rail System Map*, facing page). While several light rail stations are planned for the planning area, their exact location has not been determined. Similarly, while it is expected that transit will need to share vehicular travel lanes, the cross-section of Santa Clara Avenue and Alum Rock has not been determined – including the extent to which on-street parking may be displaced.

BART Extension to Milpitas, San José and Santa Clara

The extension of regional transit from Fremont to San José is the result of the Silicon Valley Rapid Transit Corridor Major Investment Study (MIS). In November 2001, BART was selected as the preferred mode of transportation. Station location and design is still being reviewed and studied.

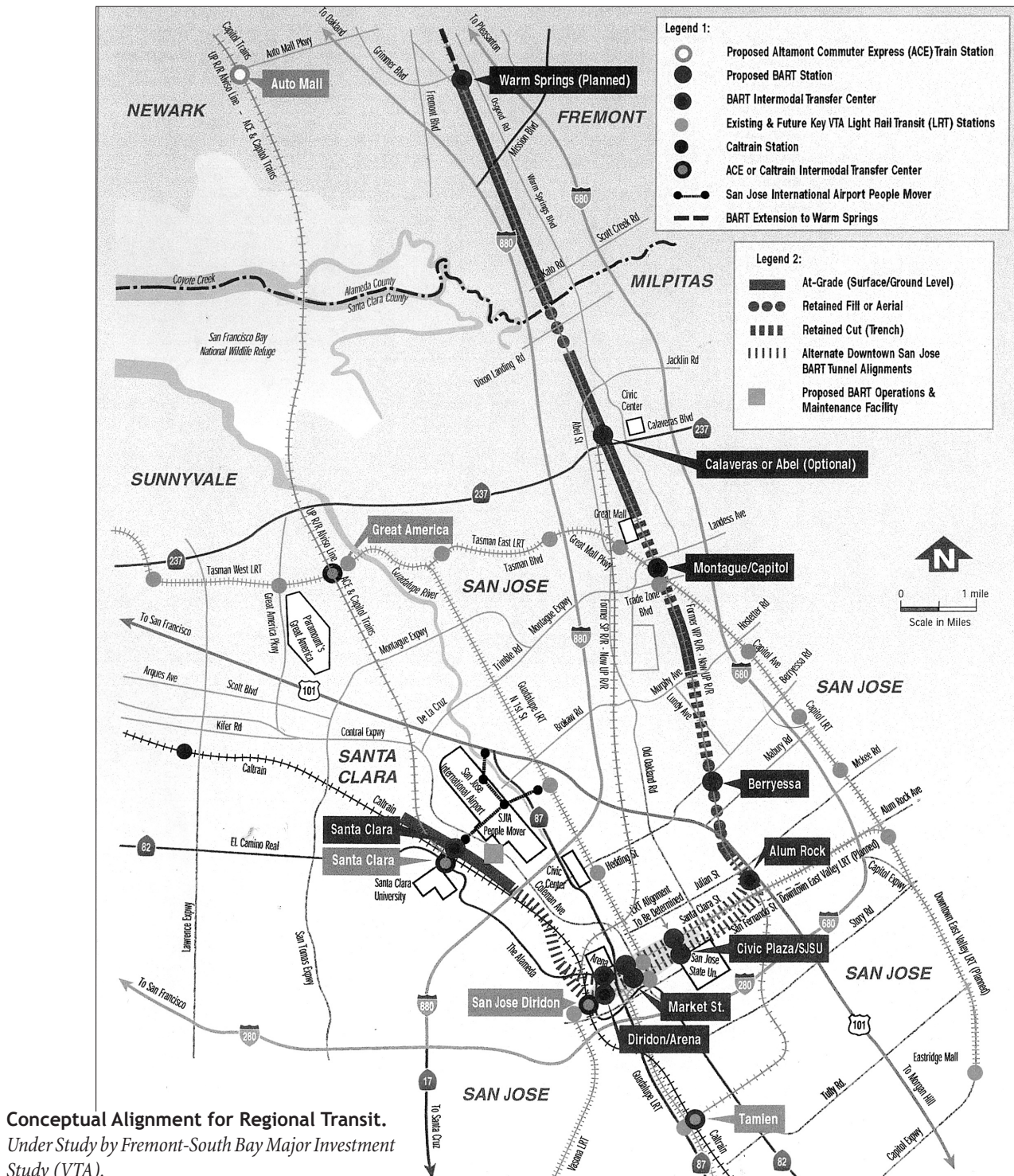


Planned Light Rail System Map.

Source: VTA website

II. EXISTING CONDITIONS

The likely BART scenario uses the Railroad right-of-way from north of the planning area, going underground prior to crossing Highway 101, to the vicinity of Santa Clara Street, where it would proceed west under East Santa Clara Street. (see *Conceptual Alignment for Regional Transit*, page 24). The underground portions of the BART alignment will be approximately 50-70 feet below surface. In addition, a BART station has been recommended in the vicinity of the “San José Steel” industrial area, just north of Five Wounds Church. VTA and BART have been calling this BART station “Alum Rock” in their studies.



Transit-Oriented Development.

One of VTA's Strategic Plan goals is to integrate transportation and land use decisions, to permit walking and transit for more trips. The strategy encourages walkable environments with complementary land uses to meet a spectrum of daily needs, and at densities that improve transit ridership and increased service. The City of San José embraces the same goal, as evidenced by its "Transit-Oriented Corridor Residential" General Plan designation and other policies.

8. DEMOGRAPHICS

The following demographic data was taken from the *SNI Benchmark Report* authored by Strategic Economics in 2000. The data for their report comes from Claritas based on the U.S. Census 2000.

Population and Race

In 2000, there were an estimated 20,000 residents in the Five Wounds/Brookwood Terrace SNI area. According to the *Benchmark Report* provided by Strategic Economics, the racial/ethnic composition of this planning area's population in 2000 was 73.5 percent Hispanic origin, 14.5 percent Asian/Pacific Islander, 7.6 percent white/non-Hispanic, and 5% other. The area had a significantly higher proportion of residents of Hispanic origin compared to San José as a whole which has 32.8 percent.

Households

In 2000, the median household size in the Five Wounds/Brookwood Terrace SNI area was 3.50 persons per household. This was somewhat higher than in the City of San José; the median household size in all of San José was 3.10. This suggests larger families and/or significantly high occupancy within individual homes and multi-family units. Due to under-reporting, current census data may not reflect the extent of incidences of residential overcrowding.

Age

The Five Wounds/Brookwood Terrace SNI area had a lower median age in 2000 than San José's median age of 33.7 years of age, according to preliminary Census data.

Income / Employment

In 2000, the residents of the Five Wounds/Brookwood Terrace SNI area had lower incomes relative to the City of San José as a whole. The median household income for the SNI area was about \$49,013 compared to a median household income of \$73,804 in the city.

Education

In the Five Wounds/Brookwood Terrace SNI area, 77.3 percent of the population aged 25 years or older had a high school diploma or less compared to 43.2 percent in San José as a whole in 2000. In addition, 18.4 percent had an Associates Degree compared to 31.5 percent city-wide, and 7.9 percent had a Bachelor's Degree or higher compared to 25.3 percent city-wide. The data shows in general, people within the planning area have less educational background than the overall population of San José.

9. NEIGHBORHOOD ASSOCIATIONS

There are several active neighborhood associations in the area, including:

- Olinder Neighborhood Association,
- Roosevelt Neighborhood Association,
- Anne Darling Neighborhood Association, and
- Little Portugal North Neighborhood Association.

There is also a new neighborhood association that is forming:

- McKinley/Bonita Neighborhood Association.